

traffic volumes to the capacity of the roadway will determine the level of service being provided. Six levels of service have been selected to identify the conditions existing under various speed and volume conditions on any highway or street (See Appendix D). The level of service usually suitable for urban design practice is level of service C and is defined as being in the zone of stable flow with most drivers restricted in their freedom to select their own speed, change lanes, or pass. A relatively satisfactory operating speed is attained at this level of service. However, a level of service D is tolerated on an existing facility before it is considered operating over its "practical" capacity. (See Table 6).

TABLE 5 - PRACTICAL CAPACITY* FOR URBAN FACILITIES		
HIGHWAY TYPE	TRAVEL LANES	VEHICLES PER DAY
Urban Arterial	2	8,000-12,000
Urban Arterial	3**	12,000-16,000
Urban Arterial	4	18,000-22,000
Urban Arterial	5**	24,000-28,000

*Level of Service D

**Center Turn

When streets are operating below level of service D, speeds are well below the speed limit and travel times are increased. In addition, Maneuverability is severely limited and a driver's frustration level is generally much higher. This leads to driver's taking more chances on left turns and the distance between vehicles is severely diminished. Both of these factors result in additional accidents. The roads with traffic accident profiles are also the ones at or exceeding practical capacity. (See Table 3).

Figure 5 & 7 shows the Existing Road Network with the 1991, 2015, and 2020 ADT's; and the Existing Road Network with 1991 Practical Capacities. The most significant problem areas in 1991 were:

US 13 -- This route exceeds its practical capacity at the southern planning boundary to the US 258 split. It functions nearing its practical capacity where US 264A merges into US 13 to the eastern planning boundary.

US 258 -- It functions nearing its practical capacity from SR 1347 in Greene County to US 264A.

US 264 Alternate -- This 1,600 foot section from near the shopping center to SR 1221 drops from a four lane road to a two lane road and has a signal at SR 1221. Traffic has to